

Telephone interview of Lou Lombardi (UPS) by Frank Hildrup (NTSB)

Date: 4-14-06

Time: 1100

Tom Green of UPS was also on the call.

Mr. Lombardi indicated that he was a load planning manager and was on duty at the time of the accident. In response to requests from Aircraft Rescue and Fire Fighting (ARFF) personnel about the hazardous materials (hazmat) on the accident airplane, Mr. Lombardi indicated that he provided the "prediction". He indicated that this contains the locations of hazmat onboard an airplane, but does not identify the type of hazmat. In previous interview statements provided on February 13 and 14, 2006, Mr. Lombardi had stated that he told ARFF that he could only provide the positions of the hazardous materials and that "the only way" he could provide what is on board is "from the NOTOC."

He indicated during the interview on April 14, 2006, that the procedures for obtaining information about hazmat on a certain flight are contained in the Emergency Response section of the AOMM [Air Operations Methods Manual]. He indicated that the AOMM states that [UPS] Flight Control should be contacted for information about the hazmat; he was unsure whether the phone number for Flight Control was contained in the manual. Safety Board investigators were unable to find any such procedures in the AOMM. UPS subsequently indicated that these procedures are not contained in the AOMM or in other UPS manuals.

Mr. Lombardi indicated that as a result of changes at UPS since the accident, he now has online access to information about the type and location of hazardous materials contained on UPS flights. Prior to these changes, he indicated that he would call [UPS] Flight Control to obtain this information.

When asked during the April 14 interview about his previous statements that the NOTOC was "the only way" to identify the type of hazmat, he stated that he believed he was referring to what he considered to be the quickest way to identify the type of hazmat.